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QUESTIONS FOR THE RECORD

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COMMITTEE ON ENERGY AND COMMERCE – SUBCOMMITTE ON DIGITAL COMMERCE AND CONSUMER PROTECTION

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The Honorable Brett Guthrie:

Q-1: What does Lyft see as the appropriate role for the federal government and the states in the testing and deployment of self-driving cars?

First and foremost, Lyft believes that the most important role that both Federal and State governments can play with respect to the development of self-driving cars is to advocate for the benefits of the technology. Having Federal and State lawmakers communicate to the public the safety, accessibility, and transportation efficiency benefits of self-driving cars will be key towards ensuring that the public accepts and adopts this technology.

In terms of individual roles as it relates to testing and deployment of self-driving cars, Lyft believes that States should retain their traditional responsibilities for vehicle licensing and registration, traffic laws and enforcement, and motor vehicle insurance and liability regimes. Moreover, Lyft does not believe that States need to take affirmative legislative or regulatory action to advance the testing and deployment of self-driving cars. It is our view, however, that if a State does choose to take affirmative legislative or regulatory action with respect to self-driving cars, such action should be premised on creating a pro-competitive and technology-neutral playing field and addressing secondary impediments in current law to the safe testing or deployment of such vehicles.

As for the federal government, Lyft would urge Congress to examine two potential avenues for action. The first is revising NHTSA's exemption authority to allow for a greater number of self-driving cars to be allowed on the road for testing and deployment purposes. The second is directing NHTSA to begin a rulemaking to update current FMVSS standards to accommodate the development, deployment, and introduction into commerce of self-driving cars at commercial scale.

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Q-2: How do you see the testing and deployment of self-driving cars occurring among the public over the next 10 to 20 years? Do you think it will be through privately owned vehicles?

Lyft believe that the transition to a self-driving future will not occur primarily through individually owned cars. Rather, it will be both more practical and appealing to rely on self-driving cars when they are part of Lyft's networked fleet. The cost of owning a self-driving car will be prohibitively expensive to all but the most wealthy individuals. That is why Lyft's commitment to testing and deploying self-driving cars through our platform is rooted in the belief that the tremendous safety benefits of self-driving cars should be affordable and available to all segments of the public, regardless of income, geography, or disability.

The Honorable Tony Cardenas

California has been a pioneer and leader in technology for many years. More recently, Southern California and Los Angeles have been home to rapid growth in an exciting technology industry. Of course, as policymakers, part of our jobs is to make sure that our laws don't fall too far behind. It is definitely easier said than done. Given that, I am encouraged by the conversation, and hope that we can continue to explore this in a bipartisan way, with the collaboration of industry.

Q-1: We know you're concerned with a situation in which 50 states develop 50 different ways of addressing autonomous vehicles. When exploring the development of a federal standard, what within the California standards developed over the past few years has worked well? How has California being at the forefront contributed to AV development?

Lyft is very concerned about the developing patchwork of inconsistent and conflicting state laws. We believe that this worrisome development will ultimately hamper efforts to bring the lifesaving benefits of self-driving technology to market. It is our hope that as discussions about the federal role in testing and deployment of self-driving cars continue within Congress that Members will recognize the critical need to establish a uniform framework that recognizes the preeminent role of the federal government to set safety and performance standards for self-driving vehicles, and in ensuring that such vehicles can swiftly and seamlessly be introduced into interstate commerce.

Lyft is very appreciative of the leading role that our home State of California has played in raising and debating issues around this rapidly developing industry. California has been at the forefront of advancing not only consumer awareness of the technology, but also in unraveling the many complex and unique issues that self-driving technology brings with it. It is not easy to be the first, and while we may not always agree with the approach the State has taken with respect to every issue, we do very much appreciate the openness and earnestness with which the State of California, and the DMV in particular, has brought to the discussion.

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As technologies evolve, our workforce also evolves. I've heard some really interesting ideas from companies about how they're thinking about addressing this issue when it comes to our workers.

Q-2: Has Lyft studied the possible effects of mass deployment of autonomous vehicles on transportation jobs? If so, are there any initiatives that are being developed to ensure our workforce doesn't get left behind?

Lyft is a company that prides itself on community of drivers. They are our most vital asset, our best ambassadors, and the key to the success and growth of the Lyft platform. There is a misconception that the introduction of self-driving cars will mean human drivers are no longer needed. We believe that in the next five or more years following the introduction of self-driving cars onto our platform, the need for human drivers will actually increase, not decrease. While this seems counterintuitive, it is our expectation that rides in self-driving cars will be less expensive than any options today and will lead to more people using Lyft for their transportation needs. As people rely on Lyft for more of their transportation, they are more likely to live car-free. And as more people trade their keys for Lyft, the overall market will grow dramatically. When self-driving cars can only solve a portion of those trips, more Lyft drivers will be needed to provide service to the growing market of former car owners.

Over the longer term, in the next decade and beyond, Lyft will always see a role for our drivers. That being said, as automation begins to normalize in transportation and other industries, Lyft wants to be a part of the larger discussion that will inevitably and necessarily occur about how to address issues regarding the economic impact, positive and negative, that automation will bring. We look forward to discussing those issues with you, other Members of Congress, the public, and other stakeholders.

The Honorable Jan Schakowsky

Q-1: There has been discussion of level 4 AVs being rolled out as ridesharing fleets before being sold to individuals. How does Lyft plan to educate ridesharing passengers on what to do should a problem occur with those vehicles?

The security and safety of our passengers is and will always be of primary concern to Lyft, regardless of what type of vehicle a ride on our platform takes place in. With respect to self-driving cars with level 4 or above capability, Lyft believes that ridesharing platforms such as ours will play a critical role in educating consumers, not only about self-driving cars generally, but also about what may be occurring once a passenger is in a self-driving car that is associated with our platform. Moreover, through our technology platform, we have a unique ability to connect with millions of passengers via their smartphones in a way that other industry models cannot.

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In light of the inherent advantages to reach and educate consumers that the Lyft platform provides, Lyft believes that platforms such as ours may supplement, or even supplant in some instances, the responsibilities of the human machine interface embedded in self driving cars as such interface relates to informing consumers about what is happening with the vehicle. This would be accomplished by allowing consumers to use our app to send and receive communications over our platform regarding the status of the vehicle or its occupants while in the vehicle. Furthermore, all current safety features available to a passenger, including access to 24/7 Trust and Safety associate and the ability to share their destination and real time GPS based progress of their ride with loved ones or others, would continue to be available.